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GEOGRAPHICAL RECORD.

AMERICA.

PEARLS IN AMERICAN WATERS.—The Consular Reports (June, 1901) said that the Government of Colombia had decided to sell the exclusive right, for fifteen years, to work the pearl fisheries in the Gulf of Panama. The small group of islands, consisting of Del Rey, San José, Pedro Gonzales, and many islets, about fifty miles southeast of Panama, have been famed for more than a century for their yield of pearls and coral. Many pearls of great value have been found by divers working at seasons of the year when the water is unusually clear. It is not common, of late years, to make very valuable finds, though pearls of great worth sometimes reward the fishermen. About two years ago a boy, while diving in shallow water, found a pearl, which he sold to a local dealer for a sum equal to $1,760. It is now for sale in Paris, an offer of $6,000 for it having been refused. The yield of pearl-shell (mother-of-pearl) is of considerable importance.

The fishing-grounds of Margarita, off the north coast of Venezuela, contributed for centuries to the world's supply of pearls. The industry has been almost abandoned in recent years, as the banks seem to be about exhausted. Our Consul at Caracas writes that the past few months have witnessed a wonderful revival of the industry. About 2,000 natives and 400 sailing vessels are engaged on the northeast and northwest shores of the island. In July last the value of the output this year was estimated at about $600,000. The pearls are of fine quality and beautiful lustre. In May last a large white pearl was sold for $1,700. Most of the pearls are sent to Paris, as that market, on the whole, offers the best price for them.

ATTRACTING GOLD DUST.—Mr. L. Gentil Tippenhauer, whose reports on his geological investigations in Haiti have been printed in *Petermanns Mitteilungen*, tells this remarkable story (No. VIII, 1901):

> In conclusion, I will mention a most unusual phenomenon. As I was engaged in making microscopic studies of the gold-bearing river sands, I observed that the thirteen-year-old daughter of my companion, L. Aboilard, had only to thrust her hand into the sand and gold dust would cling to it. Every time she did this the gold remained on her hand. When she shook her hand the sand fell to the ground, but the flakes of gold remained. No other person possessed this peculiarity. The

phenomenon has since been attested by the educated Europeans in Jacmel; also by Dr. Zervas, geologist and representative of the Standard Oil Company and other gentlemen. The numberless particles of iron in the sand did not remain in the girl's hand. I must, therefore, draw the conclusion that there is in nature a power which has an influence upon gold similar to that which magnetism exerts upon iron and related minerals. The daughter of Mr. Aboilard seems to have this power.

MANUFACTURES IN RHODE ISLAND.—The census statistics of Rhode Island's manufacturing industries are of special interest, because they are the first data yet printed relating to the industrial progress of any of our great manufacturing States in the past decade. In the census year 1900, 22.5 per cent. of the entire population and in the busiest season of the year, 27.5 per cent., or 117,986 persons, were engaged in manufacturing. The growth of manufacturing industries has made steady progress for fifty years, in which time the average number of wage-earners employed has increased 364.4 per cent., while the growth of population has been only 190.5 per cent. The capital invested increased about $57,000,000 in the past decade, being $183,784,587 in 1900. The number of establishments grew from 3,377 in 1890 to 4,189 in 1900. The textile industries are by far the most important. They give employment to 51 per cent. of the wage-earners, and the value of the product is 42.4 per cent. of the total value of all the products of the State. Jewelry is the second most important industry, the product being valued in 1900 at $13,320,620, which is 66.3 per cent. more than in 1890, when one-fifth of the jewelry of the country was manufactured in Providence. Machinery is the third most important industry. The three cities pre-eminent in manufacturing are Providence, Pawtucket, and Woonsocket, whose output in 1900 amounted to $127,876,764, or 69.5 per cent. of the total product of the State.

EUROPE.

COAL IN THE NETHERLANDS.—The Dutch have long bought from foreign countries, mostly England and Germany, about all the coal they consume. The fact that they have produced little coal at home has been prejudicial to the large development of their industrial interests. The southern part of Limburg, in the extreme southeastern part of the country, is the only region where coal-mining has been carried on. It is reported in *Petermanns Mitteilungen* (VIII, 1901) that there is now every likelihood of a large development of coal-mining in that region in the near future. The investigations of the past decade have revealed large deposits. The product at present is only 1,200 tons a day, but there seems to be no reason why the yield should not be increased to 10,000 tons a day. Whether these mining interests remain in the hands of the State or are turned over to private companies the prospects are that in time the Netherlands will produce nearly, if not all, the coal which the country requires.

RUSSIAN ANTHROPOLOGY.—The *Scottish Geographical Magazine* (Sept., 1901) says that M. Zaborowski has made a study of the skulls collected in differents parts of Russia and Siberia by M. le Baron de Baye, and has been able in consequence to clear up several obscure points in the history of the human race. He has pronounced against the old theory that the earth was peopled from the north, and that the cradle of the race was in Siberia; he has demonstrated that the central regions of Asia were already inhabited when Siberia was still one enormous glacier. He has also proved that the Finns from the north colonized Russia, though so lately and so slowly that the Caucasus is still almost entirely populated by Turks or Mongolians. He points out that one skull, which is curiously covered with red powder, has the same characteristics as other very old ones found in caves near Mentone, France, which leads to the conclusion that at some far distant time one race inhabited the whole of central Europe.

STUDYING EUROPEAN FISHERIES.—The representatives of eight Governments attended a conference at Christiania in May last, when plans were adopted for the scientific study of the fisheries along the coasts of northwest Europe. The proceedings were conducted on the understanding that the investigations are to be carried out strictly with a view to practical results as regards fisheries. The field embraces all the great cod, herring, and mackerel grounds of northwest Europe and the inshore fisheries, including the oyster beds. The biology of food fishes will be studied; the Conference urged the importance of ascertaining the distribution of fish and fish food with sufficient detail to permit the drawing of charts. While special areas of research have been assigned to each nation, none is to be excluded from extending its studies beyond the allotted territory. Several of the countries are building special vessels to carry on their share of the researches. The allotment of the spheres of work is as follows:

> From 58 degrees to 62 degrees north the investigation of the North Sea and North Atlantic will be shared by Great Britain, Norway and Denmark, while the North Atlantic further north and the Arctic Sea will be investigated by Norway and Russia. The Skagerrak and Kattegat are assigned to Norway, Sweden, and Den-

mark; the western Baltic to Germany, Sweden, and Denmark; the southern part of the eastern Baltic to Germany; and the northern part, including the Gulfs of Finland and Bothnia, to Sweden, Russia, and Finland. Great Britain will attend to that part of the North Sea lying south of 58 degrees north and west of 2 degrees east; while Belgium, Holland, Germany, and Denmark will be responsible for the sea lying off their own shores.

RETIREMENT OF PROFESSOR SUESS.—The seventieth birthday of Professor Eduard Suess, the distinguished geologist of Austria-Hungary, was celebrated on August 20. At the end of the last semester of the University year he retired from the chair of geology in the University of Vienna, after a service of thirty-five years. In the course of a half century he has contributed voluminously to the literature of his scientific specialty, but nearly all his studies and writings were preparatory to the production of his great book, *Das Antlitz der Erde* (The Face of the Earth), which he was over eight years in writing. Professor Suess, of course, did not originate the theory—which he holds with many other geologists—that the elevations and depressions of the rock surfaces are due primarily to the cooling and consequent shrinkage of the earth's crust, which results in the breaking of the strata and the uplifting or folding of the rock masses. The distinctive merit of his work is that never before was so vast an array of evidence adduced tending to substantiate the correctness of the theory; and never before were proofs of its accuracy carried so far. As Dr. Wichmann, of Gotha, has said of him: Suess was a road-breaker, and the future investigation of the problems he treated must always take into account the way he made for himself and for the specialist who will come after him.

ASIA.

EXPLORATION OF THE ARAL SEA.—The *Verhandlungen* of the Berlin Geographical Society says that the Turkestan section of the Imperial Russian Geographical Society having commissioned Mr. L. B. Berg to explore the Aral Sea, he organized a party, and with difficulty transported a sail-boat, ten metres long, to Kasalinsk, on the Syr Daria river, whence the expedition started on June 16, 1900, for the delta of the river on the north-east coast of the sea. Topographer Moltschanow remained here on the low island Kos-saral for two months, making an excellent map of the whole delta with the neighbouring parts of the coast. On June 25 the expedition put out into the sea, and visited the large and still little-known islands Barssa-Kelmess and Nikolai, in the central part of it, landing on June 28 on the steep west coast which forms the eastern edge of the desolate Ust-Urt plateau. Geological collections were made in the Ust-Urt, and the coast was then skirted to the north as far as the Kai-kubek Mountains, which jut out into the sea on the northwest side. Thence the expedition sailed straight across the sea to the Menschikow island, between the mouths of the Syr Daria and the Amu Daria, in order to ascertain the depths in the middle of the sea. In August Mr. Berg investigated the sea life, many specimens—both animal and vegetable—being collected. Meteorological observations were carried on daily for three months. The depth in the middle of the sea was from twenty to twenty-three metres, the maximum depth (62.3 metres) being found not far from the steep slope of the west coast. The waters are characterized by low salinity and unusual transparency, objects being clearly visible 20.5 metres below the surface. There were numerous indications of a rapid rise in the level of the sea, which is all the more remarkable because all travellers from 1820 to 1880 reported that the tendency was towards desiccation. High-water marks, which Berg recorded on the rocks, will in future be helpful in ascertaining the variations of sea-level.

DR. HEDIN'S SECOND EXPEDITION IN CENTRAL ASIA.—Dr. Sven Hedin is expected to complete this year his second series of explorations in Central Asia. He will probably not be able to return to Europe until next spring, about three years after his departure. A long account of his work up to April 23d last has been received in Sweden. Earlier letters had brought the news that he had travelled down the Yarkand and Tarim rivers to the Lob Nor region, where he discovered an ancient lake-bed, which strongly confirmed his theory that the ancient Lob Nor was not identical with the lake that now bears that name.

The work he accomplished later, up to April 23d last, was (1) to survey the mountains south of Lob Nor, in northeast Tibet, as far as the westerly Kum-Kul ranges. Most of his work there was in unknown country, but he spent only a month in this field; (2) from a point east of Lob Nor he crossed the Gobi desert straight to the north, passing through the mountainous region which is the western extension of the Kurruk Tagh, and found the existing maps quite incorrect. Water was very scarce and the camels would have succumbed if snow had not been found; (3) the ruins on the north shore of the ancient lake-bed of Lob Nor were then visited and carefully studied. The discoveries made here were numerous and important. Among them were twelve letters in Chinese in an excellent state of preservation, a Buddhist temple in which artistic wood carvings were found, and other remains of a civilization that probably dated back at least 800 years.

Dr. Hedin wrote that he had gathered material sufficient for a large volume on the Lob Nor problem alone. He had already compiled 726 sheets of maps. He hopes to be able to publish a large atlas of sixty to seventy maps on a scale which will permit him to show all details. He proposes to publish the scientific results of all his geographical, geological, and hydrographical studies in two large volumes of 500 pages each, which will form the text to the atlas. It is his desire, also, to print a popular account of his work in two volumes of moderate size.

He found that the water from the present Lob Nor is beginning to flow back into the ancient bed.

When he wrote he expected to start in eight or ten days from Charkhlik, a little south of Lob Nor, on the last stage of his great journey. He intended to cross Tibet diagonally, following a generally southwest direction, to the sources of the Indus river. As he travels slowly and maps carefully he expected that this march would occupy the rest of this year. If possible he will visit Lord Curzon in Calcutta and then return to his caravan in order to conduct his men back to Kashgar, whence he will come home with his large collections.

AFRICA.

MAJOR GIBBONS'S EXPLORATIONS ON THE UPPER ZAMBESI.—Major Gibbons, holding the correct view that the time for long journeys of exploration in Africa is past and that he could render most service to geography by choosing a comparatively small territory and carefully exploring it, selected the territory of the Upper Zambesi for his expedition of 1898–1900, and not only surveyed the entire course of the upper main stream, but also its eastern and western tributaries and much of the land between them. He returned home with detailed material for mapping the region to which he confined his attention. (*Geographical Journal*, *Feb.*, 1901.)

THE JEPPE MAP OF THE TRANSVAAL AND THE SURROUNDING TERRITORIES.—*Petermanns Mitteilungen* (1901, No. VIII., p. 124) says that the map house of Wurster, Randegger & Co., of Winterthur, Switzerland, lithographed and printed for the Boer Government of the South African Republic the official map of that country, drawn by Frederick and C. F. W. Jeppe in the office of the Surveyor General at Pretoria. The map, in six sheets on a scale of about eight inches to the mile, is the best and most detailed map yet made of that part of Africa. The printing having been completed a short time before the war began, the edition was kept at Winterthur by order of the Transvaal Government, with strict injunctions not to permit it to get into circulation. It is asserted, however, that a copy of the map found its way into the hands of the British, who made it the basis, last year, of the military map issued by the Intelligence Division of the British War Office. The British map was evidently produced from a photographic enlargement of the Jeppe map. It omitted many details of the Jeppe map, such as were not serviceable for military purposes. The original map, which is now being circulated, shows better than anything else the Transvaal as it was before its people were scattered, its farms wasted, and its prosperity destroyed.

DEATH OF AN AFRICAN PIONEER.—The Rev. J. Erhardt, who was well known to all geographers of the last generation, died in Stuttgart on August 14, aged 78 years. The contribution he made to the modern exploration of Africa was as valuable as it was unique. He was the companion of Rebmann and Krapf, the missionaries who founded their station near the port of Mombasa, now a part of British East Africa. Rebmann discovered Kilimanjaro, the highest mountain in Africa, in 1848; and Rrapf revealed Kenia, the second highest mountain, in 1849. While his companions were exploring the unknown interior, Erhardt's talent for linguistic studies led him to devote all the time he could spare from his missionary work to the task of mastering the coast languages, in which he became very proficient. In the course of a few years he collected the testimony of hundreds of Arabs, Swahili and others, with regard to a great lake, far inland, which was so wide that they could not see across it, and extended for hundreds of miles north and south. By collating many reports he obtained a rough idea of the distance of the lake from the sea in different latitudes; but in all the stories he sifted he did not hear of more than one lake, the fact being that some of the information related to Victoria Nyanza, some to Tanganyika, and some to Nyassa. His first report on the great lake appeared in the *Church Intelligencer* in 1855; and in the following year his exhaustive analysis of the evidence he had gathered, proving the existence of a lake, and the tentative map he had prepared of it, were published in *Petermanns Mitteilungen* and in the *Proceedings* of the Royal Geographical Society. His map showed an enormous sheet of water extending from the region of Victoria Nyanza to that of Nyassa. Though he showed only one enormous sheet of water, later discoveries proved that he indicated the general position of the lake region with approximate accuracy. The information he had laboriously gathered was received with much incredulity; but his map was the final, decisive influence that led to the fitting out of the expedition of Burton and Speke, who discovered Victoria Nyanza and Tanganyika, Livingstone a little later adding Nyassa and Bangweolo to the maps, and thus completing our general knowledge of the great lake region.

NOTES ON COMMERCIAL GEOGRAPHY.

France received, in 1894, 7,500 pounds of tea from Annam, the first tea imported from one of her colonies. The importations in 1899 amounted to about 140,000 pounds. It is believed that Annamese tea will, in time, fill the entire demand of France. The French assert that it is equal to the finest article exported from China. The crop is increasing every year. Up to 1892 Annamese tea was cultivated only for use among the natives. It is now used by all the French soldiers in Annam, and colonists are going into the business of tea-raising, finding it more profitable than any other crop. Natal is also becoming known as a producer of tea. The industry, yielding 400,000 pounds in 1899, is rapidly growing. The planters have high hopes of soon entering the foreign markets with good teas grown much nearer the great consuming countries than the present sources of supply. South Africa is the market as yet for all the tea raised.

MM. Bernard and Lacroix, in their *Historique de la Pénétration Saharienne* (Algiers, 1900), expressed the opinion that the Sahara is of little value. The trade between the Sudan and northern Africa has been much over-estimated, is scarcely 10,000,000 francs a year, and, according to official reports, is decreasing in value. They think that the railroad from Algeria to Lake Chad must be built, as a military and political necessity, but express doubts that it will be of much commercial value. M. Honoré, in his *Le Transsaharien et la Pénétration Française en Afrique* (Paris, 1901), expresses practically the same view. He says that the present trade of the Sahara, including that which passes across the desert between the Sudan and the north coast, amounts to only about 11,000,000 francs a year, and is decreasing, first, because slave imports to the Mediterranean states have largely ceased, and also because the ports on the

Atlantic coast of the Sudan are offering more and more competition for the control of the Sudan trade. Of the European wares, valued at 200,000 francs, imported to Timbuktu in 1899, only 20,000 francs' worth came by the desert route, the balance being imported through Atlantic ports.

The experiments of our Department of Agriculture seem to prove that Egyptian cotton may be grown with success in the dry, hot regions of our Southwest where irrigation is possible. The experimental farm near Phœnix, Arizona, produced fine Egyptian cotton this year from seed brought from the Nile; this variety of cotton will be planted next year in a number of places in Arizona and New Mexico, where the conditions under which the Nile crop is grown are practically reproduced. Three-fifths of the cotton we now import comes from the Nile delta, our imports from Egypt in 1900 amounting to about $5,000,000. The Egyptian fibre is the longest of the cotton staples, except Sea Island. Mixed with American upland cotton it is regarded as indispensable in some branches of our manufactures. It is also used as a substitute for Sea Island, for fine goods where strength and lustre are essential.

Ten years ago the total tonnage of the vessels entering and departing from Hamburg, Rotterdam, and Antwerp was far below that of the shipping tributary to London. In 1899, however, the commercial movement of these three ports reached a total of 21,000,000 tons; while that of London was only 15,200,000 tons. The tonnage movement of the four ports is gaining every year, but that of London is far less than that of the other ports. The gain of 1899 over 1898 was 591,679 tons for Rotterdam, 426,666 for Antwerp, 411,832 for Hamburg, and only 100,776 for London. The main cause of the rapid growth of the commerce of these Continental ports, while that of London is increasing but slowly, is the fact that Rotterdam, Antwerp, and Hamburg have been widely extending their steamship connections with various parts of the world, thus having direct connections with many ports whose commerce with them formerly passed through London, which was a receiving and forwarding station for their trade of much larger importance than it is now.

POLAR REGIONS.

PEARY'S WORK IN 1900–1901.—The New York *Sun*, of September 14, published the following letters:

NORTH SYDNEY, C. B., Sept. 13.—The Arctic steamship *Erik*, from Cape Sabine, Ellesmere Land, reached this port to-day. Everybody on board is well. We left Mr. Peary at Herschel Bay Camp on August 29. He had succeeded in rounding the northern limit of the Greenland archipelago, the most northerly known land in the world, probably the most northerly land. He expects to spend the winter at Cape Sabine and push north toward the Pole in the spring.

Mr. Peary reached the *Windward* at Payer Harbour, on which we, his family, had been for eight months imprisoned in the ice, at dawn on May 6. He came just as he did to the *Kite*, nine years before, from his inland ice march. For eight months, ignorant of each other's presence, we had been within 250 miles of each other, Mr. Peary at Fort Conger and at his meat caches fifty miles west in the Lake Keazen country and the *Windward* and our party at Payer Harbour, a mile or so south of Cape Sabine, where we were finally stopped at the end of August, 1900.

Mr. Peary brought us first news of his great march of a year before, which took him over the most northerly land of the globe to the highest latitude ever gained by an American, along an unknown coast 160 miles beyond Lockwood's farthest north. Mr. Peary finally and accurately defined the northern coast of Greenland, all the way round to Independence Bay, where he had planted his country's flag nine years before.

Mr. Peary, with Matt and five Esquimaux, left Etah on April 15, 1900, and on May 8, having in the meantime sent back, in parties of two each, four of the natives, opened Lockwood's, furthest north (83° 30′ 25″) cairn of 1882 and substituting matter of his own, pushed forward with Henson and the other Esquimaux, to 83° 39′, where he found that the coast turned sharply to the eastward. Striking out due north from this point for the Pole, he was able to advance but a short distance to 83° 50′ before he met the moving disintegrated pack, a mass of broken ice and open water, which made further progress in that direction impossible.

Returning to the land he resumed his eastern march along the coast, and continued it until at about 83° N., 25° W. he recognized the lofty headland which, in 1892, he had seen from Navy Cliff, at the head of Independence Bay. There he rested for two days, waiting in vain for fog to lift and reveal further features of land and sea, but, unfavorable conditions continuing, he laid his homeward course along the outward track and arrived at Fort Conger on June 15, with men and dogs in good condition.

Mr. Peary sends full and carefully-detailed chart of his newly-discovered country to the Peary Arctic Club, with the suggestion that nomenclature and publication be deferred until completion of his work and return home.

The new coast shows marked change at the farthest north, and the bold headlands and deep fiords are succeeded by a low, rolling foreshore, with traces of glacial action and all the evidences of a continental terminal coast. The likeness of this Greenland coast to that of Grinnell Land west of Cape Hecla is marked and points clearly to similar conditions of land and sea, and suggests that it is the littoral of the true Arctic basin.

Musk oxen, bear, lemming, and hare were killed, and a wolf seen and fired at in the new country, and indications of animal life, isolated probably from southern latitudes, were abundant. In Mr. Peary's farthest north cairn he placed portions of the flag of his country, and his private signal, and the names of the Peary Arctic Club members, under whose auspices the work was prosecuted. Temperature of the journey ranged from −40° to 20° above.

The remainder of 1900 and the first month of 1901 were spent by Mr. Peary, with Fort Conger as a base, in preparation for his advance on the Pole by way of Cape Hecla, the only remaining available route. The start from Conger, with the same force, was made on April 15, exactly a year from the departure of the south Greenland expedition; but ten days in the field demonstrated that men and dogs were not in fit condition, and that it would be hazardous, if not hopeless, to proceed. Mr.

Peary, therefore, decided to return to Fort Conger and begin immediately work on an expedition for the spring of 1902, his first step being a trip southward to learn, if possible, what he might depend on regarding the auxiliary ships of 1900 and 1901.

Four busy months followed. The *Windward* broke out of the ice on July 3, and, after a month's successful work in Inglefield Gulf, among the walrus, of which 125 were killed and landed at Brumt Island, was joined on Aug. 4 by the *Erik*, the auxiliary of 1901. The total walrus score of both ships is 180, or about ninety tons of food for men and dogs, which, with meat and skins of forty deer, are already available for next spring's work.

Mr. Peary has established his headquarters for the winter at Payer Harbour, where the *Windward* was icebound. Heavy ice from Kane Basin prevented the *Erik* from reaching the new base, and after four days of vain and arduous effort, Mr. Peary and his party, including his faithful Esquimos, with their lighter supplies, were disembarked at a temporary camp in Herschel Bay, ten miles south, on Aug. 29, whence he expects in a few weeks to transfer all to his permanent base, not more than ten miles distant.

The *Windward*, with Messrs. Stein and Warmbath as passengers, is following us, but neither ship has news of the *Fram*.

Our winter on the *Windward* was monotonous, but comfortable, our coldest being but 40 degrees below. Once we had a close call by "rafting" ice, threatening to drive the *Windward* on the rocks, but the ship righted herself on the next tide. No serious illness, accident, or mishap of any kind has befallen any of the parties in the field or on ship, and my husband, at our parting at Herschel Bay Camp on Aug. 29, was in the best of health, and full of confidence that he will succeed in the task which he has set for himself for next spring. My purpose now is to rejoin him in the *Windward* at Cape Sabine in August next and return with him to the States.

JOSEPHINE DIEBITSCH-PEARY.

Mr. Peary's letter to H. L. Bridgman, President of the Peary Arctic Club, which Mrs. Peary refers to, is in part as follows:

"CONGER, April 4, 1901.

MY DEAR BRIDGMAN:

It gives me great pleasure to present to the club the results of the work of 1900:

(1) The rounding of the northern limit of the Greenland archipelago, the most northerly known land in the world, probably the most northerly land.

(2) The highest latitude yet attained in the western hemisphere (83 degrees, 50 north).

(3) The determination of the origin of the so-called paleocrystic ice (floe berg), etc.

Considering that I am an old man, have one broken leg, and only three toes, and that my starting-point was Etah, I felt that this was doing tolerably well. It is almost a thousand years since "Erik the Red" first sighted the southern extremity of the archipelago, and from that time Norwegians, Dutch, Danes, Swedes, Englishmen, Scotchmen, and Americans have crept gradually northward up its shores, until, at last, through the instrumentality and liberality of the club, its northern cape has been lifted out of the Arctic mists and obscurity. It seems fitting that this event, characterized by Sir Clements Markham as second in importance only to the attainment of the Pole itself, should fall in the closing year of the century. If I do not capture the Pole itself in this spring's campaign, I shall try it again next spring.

My gratitude and respects to all the members of the club.

Always most sincerely,
PEARY.

Dr. Dedrich takes this letter south, to be sent by natives to Cape York, thence by whaler to the British Consul at any civilized port."

Mr. Peary also sends to the club a complete and detailed chart of his newly-discovered coast and other work.

Peary's Reconnoissance of the Greenland Inland Ice, in 1886,* was the beginning of the work now happily terminated. From that beginning, with repeated interruptions imposed upon him in the discharge of duty, he has steadily adhered to his plan of exploration from different points of the Baffin's Bay and Smith Sound coasts, to fill out the coast-line, fix its northeastern limit, and complete our knowledge of Greenland. No man has better deserved success, and he might well have turned his back upon the Arctic this year with the consciousness of a great task worthily accomplished, but for his sense of loyalty to the friends who have pledged their support to him for a period not yet expired. He will do what energy and judgment and experience can do to reach the Pole, and it is characteristic of Peary to promise nothing and to perform much.

NOTHING IS KNOWN of the *Fram.* In August, 1899, when the *Fram* came to Etah, her navigator told Mr. Peary that she was going into Jones Sound, if possible. A week or so later the *Fram* was seen out in the ice, just off Etah.

The natives report that she went south between the *Diana* and the *Windward.* They knew her because the *Diana* and the *Windward* were black, while the *Fram* was white.

In all the travelling between Etah and Fort Conger and beyond, during the winter and spring of 1899–1900, and the winter and spring of 1900–1901, nothing was seen or heard of the Norwegians or their ship.

Judging by the ice conditions from Fort Conger down to Cape York, during 1900 and 1901, the *Fram* would not be able to get out of Jones Sound this past summer.

DR. ROBERT STEIN, who returned in September with Mr. Warmbath from their two years' sojourn in Ellesmere Land, published an account of his experiences in the *New York Tribune* of September 29.

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* See *Journal* of the Am. Geog. Soc., Vol. 19, pp. 261–289.

He and his two companions had planned an exploration of the western shore of Ellesmere Land. This was found to be impracticable; and in the spring of 1900 Dr. Stein and Dr. Kann started for Upernavik, but got no farther than Cape York. Here, on the 9th of June, three Scotch whalers put in and furnished Dr. Stein with supplies. Dr. Kann returned to Dundee in one of the whalers, and Dr. Stein lived with the Eskimos at Cape York until the arrival of the *Windward*, which took him on board and landed him at the end of August at Payer Harbour. With a year before him Dr. Stein still hoped to do some exploration, but inferring, he says,

> from additional facts gathered, that Sverdrup had almost certainly done all the work within reach of our limited means, I thought it best to devote my time to the study of the Esquimau language, and, later on, to a detailed plane-table survey of Payer Harbour.

CAPT. BAUENDAHL, who wintered at Danes Island, Spitzbergen, has given up his original plan of pushing toward the Pole by the Franz Josef Land route. *Petermanns Mitteilungen* (Band 47, VIII.) learns from Tromsö that he is building a two-masted vessel, 26 feet long and 4 feet deep, in which, with two men and provisions for two years, he will drift as nearly as he may to the east coast of Greenland and from there press to the north.

CAPT. STÖKKEN returned to Sandefjord, Norway, on the 11th of August, from his expedition to Franz Josef Land to look for the three missing men of the Duke of the Abruzzi's party—Count F. Querini, H. Stökken (son of Capt. Stökken) and the Alpine guide, F. Ollier. The whole southern coast was searched in vain, and Capt. Stökken performed the melancholy duty of erecting at Cape Flora a memorial stone bearing the names of the lost men.

THE BALDWIN-ZIEGLER POLAR EXPEDITION left Tromsö July 17, and Archangel a week later, for Franz Josef Land. Mr. Baldwin has published, in *McClure's Magazine* for September, an account of his equipment.

He has three vessels: the *America*, a three-masted ship-rigged steamer of 466 tons burden, driving a single screw; the *Frithjof*, a sailing vessel of 260 tons; and the *Belgica*, well known as the ship of the Belgian Antarctic Expedition. He takes 400 dogs, 15 Siberian ponies, and, as he avers, the most complete outfit ever carried by an Arctic expedition. It will not be necessary, he thinks, to have his base at the northernmost extremity of Franz Josef Land before the 22d of March, 1902, a month after the return of the sun, in order to reach the Pole, a distance of 550 miles, in season.

He proposes to return by the Polar current along the east coast of Greenland, and, that there may be no confusion of mind with regard to his undertaking, he makes this declaration *urbi et orbi* :

> I desire here to emphasize the fact that the Baldwin-Ziegler Expedition was organized to *reach the Pole*. Neither scientific research, nor even a record of "Farthest North," will suffice; only the attainment of that much-sought-for spot, where one can point only to the south, can satisfy our purpose.

THE BRITISH SHIP *Discovery*, built for the National Antarctic Expedition, left Cowes on the 6th of August, after an inspection by the king.

The *Discovery* was built at Dundee. She has a three years' supply of food and fuel. She is rigged as a bark, displaces 1,750 tons, and measures 172 feet in length on the water-line, 16 feet in depth, and 33 feet in width amidships. Her walls of solid oak are between eight and nine feet thick forward, while they are at least three and one-half feet thick further aft. The bow is covered with steel plates, while the sheer has been designed to encounter pack ice. Bulkheads or partitions, extending crosswise in the ship, have been made to resist side pressure.

The ship has an asbestos lining an inch and a half thick, and when she winters in the ice a cloth of heavy felt will be stretched over her entire length. A powerful steam winch and an extra strong tackle on the mainyard will be employed in dredging operations. There are several cabins for special uses, and a laboratory on deck for the biologist. A room on deck, in which the magnetic instruments will be kept and read, has been shielded from the influence of steel and iron for a distance of thirty feet by the employment of brass where metal is required in that part of the vessel.

The *Discovery* is commanded by Commander R. F. Scott, R.N. The second in command and navigator is Lieut. Albert B. Armitage, R.N.R.

It is left to Commander Scott to decide whether the ship shall winter in the ice. He is to report progress at Melbourne early in 1903.

THE GERMAN ANTARCTIC EXPEDITION, in the steamer *Gauss*, left Kiel on the 11th of August. The *Gauss* is a wooden ship, specially designed for service in the ice, and strengthened by internal timbers and triple planking of oak, greenheart, and pitch pine. Her length is 151 feet, and she draws sixteen feet of water. She is a three-masted schooner, with engines capable of a speed of seven knots.

The expedition is under the leadership of Professor Erich von Drygalski, of Berlin, famous for his study of Arctic glaciers, and the ship is commanded by Captàin Hans Ruser, of Hamburg.

Kerguelen Island, in the South Indian Ocean, is the point to which the *Gauss* will go at first. She is to leave Kerguelen in December. If a passage can be effected through the ice, Dr. von Drygalski will try to make a landing on the Antarctic Continent west of Victoria Land. A winter station once established, sledge parties will be dispatched toward the Pole, and also toward the Magnetic Pole, the position of which is supposed to be in Victoria Land. At the end of the winter the Expedition will proceed to the Weddell Sea, and return home via South Georgia and Tristan Da Cunha.

THE SWEDISH EXPEDITION, under Prof. Otto Nordenskjöld, left Gothenburg, in the *Antarctic*, on the 16th of October.

By an agreement with the British and the Germans, the Swedes are to explore the region of the Antarctic south of the Atlantic Ocean. Prof. Nordenskjöld gives the following sketch of his proposed work: We shall proceed to Buenos Ayres and Tierra del Fuego, and thence to the Antarctic regions. We shall push as far south as possible, and when winter comes we shall send on shore a party of six persons, of whom I shall be one. We shall build a small hut, and engage in meteorological, magnetic, hydrographic, and other scientific observations. As soon as we have landed, the *Antarctic* will return to Tierra del Fuego, and a scientist, who will sail with her, will conduct the researches in that hitherto little-explored country. In this way we shall make as much of our time as possible.